

RESOLUTION NO. 987

A RESOLUTION OUTLINING THE CITY OF REDMOND'S FINDINGS AND POLICY REGARDING DEVELOPMENT OF A REGIONAL TRANSIT AUTHORITY BALLOT MEASURE AND IDENTIFYING RTA BALLOT MEASURE ELEMENTS NECESSARY FOR CONTINUED SUPPORT BY THE CITY OF REDMOND.

WHEREAS, in June 1988, the Municipality of Metropolitan Seattle (Metro) adopted Resolution No. 5506 directing Metro staff to propose a rail and bus system for its long range public transportation plan so that a high capacity segment in King County could be built by the year 2000; and

WHEREAS, in March 1989, Metro adopted Resolution No. 5566 approving a four-year rail and integrated bus system planning work program to be included as one of the alternatives of METRO's Year 2000 Public Transportation Plan; and

WHEREAS, in March 1990, HB 1825, High Capacity Transit (HCT) legislation, provided for the establishment of the Joint Regional Policy Committee (JRPC) and a process for the development of a high capacity transit system plan; and

WHEREAS, the Eastside Transportation Program's mission is to explore and resolve critical transportation issues affecting Eastside communities and to develop and implement solutions through a collaborative, integrated transportation planning process; and

WHEREAS, on August 23, 1991, the Eastside Transportation Program (ETP) Steering Committee unanimously approved the ETP Recommendations Report which calls for

improvements to local bus services and high occupancy vehicle (HOV) facilities on the Eastside as well as extension of HCT in a number of key Eastside corridors; and

WHEREAS, on November 22, 1991, the Eastside Transportation Program Steering Committee unanimously approved a series of policies which outlined the Eastside goals and needs as they relate to the Regional Transit Project (RTP) and associated System Plan elements and transmitted those policies to Metro Planning Subcommittee; and

WHEREAS, in March 1992, ESHB 2610, Regional Transit Authority (RTA) legislation, gave authority to the JRPC to adopt a system and financing plan, including the service area definition for a regional transit plan by September 1, 1992; and

WHEREAS, on April 10, 1992, the Eastside Transportation Program Steering Committee unanimously approved a resolution endorsing rail as an element of one or more alternatives for the Regional Transit Project System Plan and identifying the conditions upon which the ETP will support a system plan, regardless of technology; and

WHEREAS, on June 16, 1992 the Redmond City Council adopted Resolution No. 899 which endorsed rail as a critical element of the Regional Transit Project; and

WHEREAS, on June 16, 1992 the Redmond City Council adopted Resolution No. 901 which emphasized the role of Overlake and the Redmond Downtown as important urban centers and called for consideration of high capacity transit service to these areas during the first phase of Regional Transit Project system development; and

WHEREAS, on June 15, 1993 the Redmond City Council adopted Resolution No. 950 endorsing the formation of a Regional Transit Authority by the King County Council for the purposes of advancing design and implementation of expanded regional transit services; and

WHEREAS, critical decisions regarding the composition of a Regional Transit Project (RTP) ballot measure will be made by neighboring jurisdictions, the Eastside Transportation Program, the Regional Transit Authority, and the King County Council during the next ninety days; and

WHEREAS, the City of Redmond City Council has determined that it is in the best interests of the Redmond community to make a clear statement of RTA ballot measure elements which it considers prerequisite to future City support for such a measure in advance of critical decision making by neighboring jurisdictions, the Eastside Transportation Program, the Regional Transit Authority, and the King County Council; and

WHEREAS, the City of Redmond City Council has made the following determinations on issues affecting Redmond's interests relative to development of a Regional Transit Project ballot measure:

1. Public Opinion

- A. Residents and employees of Redmond have expressed a strong desire that better public transit services be developed as a means to improving travel alternatives to the Single Occupant Vehicle, supporting growth in the City, and preserving the City's high quality of life. This support has been demonstrated through the Redmond Community Forum and a broad range of public comment forums.
- B. Residents and employees of Redmond have expressed a strong preference for a rail-based solution to regional transportation needs, complimented by improved local and express bus services. Support in the community for bringing rail service to the City has been strong. This support has been demonstrated through the Redmond Community

broad range of public forums. In addition, the Redmond Chamber of Commerce has endorsed development of rail service through Overlake to Downtown Redmond.

- C. Residents and employees of the greater Eastside have expressed a strong preference for a rail-based solution (rather than bus-based) to the Eastside's regional transportation needs. This support has been demonstrated by public opinion research conducted by the Regional Transit Authority during 1994.

2. Support for Future RTP Phases

- A. The RTA has adopted a policy of implementing the original JRPC System Plan in phases. The RTA hopes to construct an initial phase which can provide an effective, successful demonstration to the public of a regional transit system, with the hopes of using initial success as a means of justifying additional system expansion. To accomplish this objective, the initial phase must be of adequate scale to be able to achieve the operational advantages associated with a truly regional system, and must be accessible to a sufficiently broad portion of the population within the RTA service boundary. The level of investment and regional service coverage afforded by RTA Study Option 3 appears to represent the minimum level of investment needed to effectively and fairly demonstrate the ability of regional transit to serve the region's long term transportation needs.
- B. RTP phasing options which do not include an initial rail segment to the Eastside are likely to severely handicap the Eastside's ability to secure rail investments in subsequent phases. Lack of Phase I Eastside rail investment, combined with significant Phase I rail investment in the I-5 corridor, will create a long-term political dynamic

against subsequent Eastside rail investment that the Eastside will likely never overcome.

3. Relationship to Expanded Bus Service

- A. Expansion of local, feeder, and regional express bus service is of critical importance to the City to address current and future travel demands. Due to its regional emphasis and associated legislative restrictions, there are limits to which the Regional Transit Project can directly provide resources to expand local bus services. The RTP should not be looked to as the complete answer to local bus service enhancement needs.
- B. The largest and most probable opportunity, within the RTP process, to generate expanded local bus service for Redmond and the greater Eastside is to develop a rail line to the Eastside. Introduction of rail in the Seattle-Bellevue-Redmond corridor will permit the reallocation of substantial amounts of I-90 cross-lake bus service hours into expanded local and feeder bus service.
- C. The proposed Transit Development Fund element of the RTP ballot measure may provide an important source of funds to expand bus services and facilities in Redmond and on the greater Eastside, and should be supported. However, due to its limited size and the uncertainty of how such funds will ultimately be allocated within the RTA district, that Fund cannot be viewed as an equitable or reliable substitute for development of rail to the Eastside.

4. Consistency with Local Land Uses

- A. The City of Redmond is planning to absorb substantial employment and residential growth over the next twenty years in support of King County growth targets, and the

Center and Overlake districts. The expected intensity of development in those districts will generate transportation demands which can best be served by regional rail service, complimented by expanded local/feeder bus service.

- B. Both the current and expected future intensity of development in the Redmond Downtown and Overlake have led the City to nominate Overlake and the Downtown as Urban Centers. These nominations have been confirmed by the Growth Management Planning Council. Final designation by the City Council of the Downtown as an Urban Center and Overlake as either a Manufacturing Center or Urban Center is expected in early 1995. Under the final Countywide Planning Policies, Urban and Manufacturing Centers are to receive high priority for regional transit services.
- C. A number of Eastside cities, including Redmond, are in the process of adopting land use plans which are based on improved rail and bus service. It is particularly critical that Eastside cities are united in their long term goal of providing rail to the Eastside.
- D. Experience throughout the nation has indicated that rail-based transit solutions have a powerful ability to influence land use decisions and focus development proximate to rail stations. Bus-based solutions do not have this same effect on land development. The City's efforts to focus development in the Downtown and Overlake and create vibrant urban environments there can best be served by a rail-based solution.

NOW, THEREFORE, BE IT RESOLVED that the City of Redmond's continued support for the Regional Transit Project, generally, and a Phase I ballot measure, specifically, is dependent on satisfaction of the following elements:

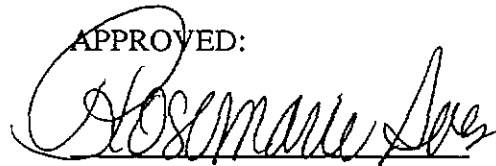
- A. The RTA ballot measure for Phase I must rely on light rail as the primary HCT mode, augmented by regional trunk bus in secondary corridors. A bus-based HCT solution is not acceptable.
- B. The Phase I investment level must be scaled sufficiently to ensure development of an efficient and effective initial regional transit system, and which provides direct HCT access to a reasonably broad portion of the population within the RTA boundary. The investment level associated with RTA Study option 3 represents a desirable minimum level of Phase I investment.
- C. Rail service must be brought to the Eastside in Phase I. At a minimum, rail service must be brought to Overlake (NE 40th Street) via the Bellevue downtown. Service to South Kirkland through a separate spur or as part of the Bellevue to Overlake segment is highly desirable.
- D. Substantial regional trunk bus service must be maintained and enhanced between the University District and Redmond, Kirkland, and Bellevue via SR-520/Evergreen Point Bridge. The RTP regional trunk bus service element should include resources to enhance this service corridor.
- E. Existing METRO bus service resources which are freed by introduction of I-90 rail service to the Eastside must be retained for reallocation on the Eastside in order to enhance local bus service. Clear language protecting this reallocation must be included.
- F. The ballot measure must include substantial funding to support development of non-rail regional transit services in those areas within the RTA service area which will not

described in the Phase I Study Options Results Report) is a generally acceptable mechanism for satisfying this need.

In the event that the Regional Transit Project elements outlined above are not substantially incorporated into the RTP Phase I ballot measure, the City of Redmond is prepared to actively oppose such a ballot measure before the King County Council and, if necessary, the public.

RESOLVED this the 27th day of September, 1994.

APPROVED:

A handwritten signature in cursive script, reading "Rosemarie Ives", written over a horizontal line.

ROSEMARIE IVES, MAYOR

ATTEST/AUTHENTICATED:

A handwritten signature in cursive script, reading "Doris A. Shaible", written over a horizontal line.

CITY CLERK, DORIS A. SHAIBLE

FILED WITH THE CITY CLERK: SEPTEMBER 27, 1994

PASSED BY THE CITY COUNCIL: SEPTEMBER 27, 1994

RESOLUTION NO.: 987